

To the Members of the  
Newark Central Planning Board,  
City of Newark, New Jersey.

A. R.

The preparation of the Master Plan cost the citizens of the City of Newark several hundred thousand dollars. The Plan was a long-range one, intended as a guide for the development and rehabilitation of our City over a period of twenty-five years. Approximately five years have elapsed since the Plan was presented, and it is now timely for us to pause and examine what steps have been taken toward the fulfillment of our goal.

Our program contemplated the coordination of the activities of the Federal, State, County and City Governments, together with the active participation of our private citizens. It is our purpose, in this report, to enumerate the various improvements that have been completed, or are in active progress from 1945 to date.

#### FEDERAL GOVERNMENT

In accordance with our Master Plan, the channel to Port Newark has been deepened to a depth of thirty-five feet at low tide. Cost for this work was \$1,100,000.00, borne by the Federal Government. This improvement will enable larger vessels to dock here, with the additional business it entails.

## PORT OF NEW YORK AUTHORITY

More than \$7,000,000.00 has been spent by the Authority on Seaport improvements since taking over the interest of the City of Newark, and the amount of shipping activity has increased. Increased tonnage, new tenant leases, and the rehabilitation and development of its physical facilities have increased employment at the Marine Terminal, and brought benefits to the entire Newark area. In the spring of 1950, two new cargo terminal buildings, which cost \$2,500,000.00 were completed. These new cargo terminals will attract additional shipping to the Port.

Since assuming responsibility for the Airport, the Port Authority has expended \$1,918,687.00. The 1950 budget contemplates expenditures of \$12,800,000.00 for runways, taxiways, and land acquisition for enlargement of a new runway and other improvements. Newark's importance as an air cargo center was greatly emphasized during 1949, when 52.7% of all domestic cargo handled in the New York-New Jersey region flowed through the Airport.

A modern motor truck terminal on Delancy Street, has been completed at an estimated cost of \$8,000,000.00. The Authority has repaved Avenue K for a distance of

1,134 feet; Marsh Street for a distance of 1,553 feet, and South Dock Street for a distance of 1,137 feet. This Terminal, when put to use, will promote efficiency in the handling of the growing volume of truck freight, and will help in relieving traffic congestion in the City. As of the end of 1949, there were fifty-one industries, large and small, which were engaged in distributing or processing a variety of products at Port Newark. These tenants have been attracted to Newark primarily by the excellent transportation facilities of the Port area and the fine highways leading thereto.

#### STATE

The New Jersey Turnpike Authority has defined its alignment, as it passes through Newark, on its \$220,000,000.00 Turnpike. The Route chosen through Newark roughly parallels the alignment of Route 100 in our Master Plan. Actual construction on this Turnpike has been initiated in the Port Newark area. The final construction through Newark has not yet been finally decided. The Newark City Commission has taken legal steps to force the Turnpike Authority to construct the section of the Turnpike from Port Street to Raymond Boulevard on elevated piers instead of on land fill.

If Newark is successful, we will have this road constructed so as to permit free movement on the streets that will be built under the road when the situation warrants it.

When this Turnpike is completed, in 1951, it will cut the running time from New York City to Newark immensely. From Times Square to the Airport will be a run of twenty-one minutes. It is anticipated that this will contribute to the development of the Port Newark area.

The State of New Jersey has completed the Stickel Bridge, spanning the Passaic River, and is completing the approaches from Broad Street to the Bridge. Present plans call for the completion of the overpass to High Street in 1951. A definite alignment has been made by the State Highway Department to carry this approach to Clifton Avenue. This is in conformity with our Master Plan.

The State Highway Department has defined the alignment of Route 4 as it passes the City of Newark. This plan is in full accord with our Master Plan, and while no actual construction has been started on this Parkway in the City of Newark, nevertheless, the stretch of the Parkway from the Edison Bridge to Roselle Park,

has been opened for public use. Work has been started to continue the road through to the Essex County Line which should be reached in 1951.

The State of New Jersey has widened Route 25 to an eight-lane highway, from the City line to Avenue I. From Port Street to Foundry Street, a distance of approximately three miles, the road has been widened and appropriate approaches are now under construction to eliminate the traffic hazard at the junction of Route 25-29 and the Ramp to Broad Street.

#### COUNTY

The County of Essex has undertaken the widening of Bloomfield Avenue of the 1.7 mile stretch from Broadway to the Bloomfield Line. It is estimated that this will cost \$3,200,000.00. All the property necessary for the widening has been acquired at a cost of \$2,200,000.00. The paving is estimated to cost about \$1,000,000.00, and is expected to be started in 1951. Bloomfield Avenue has an 80-foot width from Bloomfield to Caldwell, but in Newark, where traffic is densest, the roadway narrows to a 66-foot right-of-way, which provides for a roadway only 40-feet wide. Thirty-four feet has been added to the Street, and when completed, there will be two 30-foot roadways, separated by a

ten-foot safety isle. The sidewalks on either side will be 15-foot wide. This is also in accordance with the Master Plan.

The new paved road will run from the City line to the junction of Bloomfield and Broadway Avenues. Because of the high cost to acquire land between Broad Street and this point, it has been decided to cut a new street through from Broadway to Broad Street. Traffic from the intersection would then be one way, going south to Broad Street, and traffic going north on Broad Street from Clay Street to this new street would be one way north. Clark Street would be one way, west to east, and the new street would be one way, east to west. Thus a traffic circle would be formed at this point.

Central Avenue, from Hudson Street to East Orange Line, a distance of 5,100 feet, was repaved by the Essex County Freeholders.

The Essex County Park Commission has repaved Park Avenue from the City Railway to Lake Street, a distance of 1,200 feet.

Conferences have been held between our City Commissioners and the Essex County Freeholders, relative to the widening of Norfolk Street, from South Orange

Avenue to Orange Street. This has been recommended in our Master Plan, but no definite plans have as yet been formulated.

### CITY

Prior to 1945, virtually no major public works had been undertaken for at least a decade. The depression and the following war years proved difficult times to accomplish needed public improvements. Our streets had fallen into a general state of disrepair. A tremendous amount of work has been done to correct this condition.

The parkways on Conklin, Goldsmith, Hansbury, Nye, Pomona, Seymour, Chadwick and Yates Avenue, have been removed or narrowed, and the streets repaved.

The following streets have been repaved:--

1. Delancy St., from Doremus Ave. to the Passaic River.
2. Haynes Ave., from the Pennsylvania Railroad westerly.
3. Midland Pl., from Mt. Vernon Pl. to Irvington Ave.
4. Avon Pl., from Avon Ave. to Rose St.
5. Barclay St., from Spruce St. to W. Kinney St.
6. Court St., from Washington St. to Broad St.
7. Hillside Ave., from W. Alpine St. to Clinton Ave.
8. Tuxedo Pkwy., from Irvington Ave. to Mt. Vernon Pl.

9. No. 7th St., from Delavan Ave. to Montith Ave.
10. Evergreen Ave., from Frelinghuysen Ave. easterly.
11. William St., from Plane St. to Arlington St.
12. Nutria St., from Branford Pl. to Market St.
13. Central Ave., under the City Railway.
14. Camp St., from Broad St. to Orchard St.
15. Magazine St., from Ferry St. to Paris St.
16. Sixth Ave., from Third St. to City Line.
17. Summer Ave., from Third Ave. to Delavan Ave. east.
18. Grunman Ave. & Keer Ave., from Elizabeth Ave. to Bergen St.
19. Littleton Ave., from S. Orange Ave. to Fifteenth Ave.
20. Schofield St., from Stuyvesant Ave. to end of street.
21. Chester Ave., from Peabody Pl. to Broadway.
22. Fourth Ave., from Roseville Ave. to E. Orange Line.
23. Jefferson St., from Walnut St. to Chestnut St.
24. No. 7th St., from W. Market St. to Sussex Ave.
25. So. 6th St., from Springfield Ave. to 12th Ave.
26. So. 7th St., from S. Orange Ave. to Springfield Ave.
27. Summer Ave. from Delavan Ave. to Grafton Ave.
28. Vassar Ave., from Elizabeth Ave. to Clinton Pl.
29. Washington Pl., from Broad St. to Washington St.
30. Halsey St., from Washington Pl. to Market St.
31. Summer Ave., from Bloomfield Ave. to Third Ave.
32. No. 6th St., from Orange St. to Park Ave.
33. Hillside Pl., from Avon Ave. to Rose St.



34. So. 7th St., from So. Orange Ave. to Central Ave.
35. Wright St., from Clinton Ave. to Broad St.
36. Charlton St., from Waverly Ave. to Montgomery St.

The following streets have been resurfaced:--

1. From Lincoln Park to Washington St.
2. The bridges over the DL&W Railroad, over Roseville Ave.
3. Second St., First St. and Lighth Ave.
4. Rutherford St., from Wilson Ave. to Delancy St.
5. Commerce St., from Raymond Plaza east to Market St.
6. Clinton Pl., from Clinton Ave. to Hawthorne Ave.
7. Ridge St., north of Park Ave.
8. Meeker Ave., from Elizabeth Ave. southwesterly.
9. Washington St., from Bank St. to Academy St.
10. Bank St., from Washington St. to Plane St.
11. Broad St., from Gouverneur St. to Clay St.
12. Darcy St., from Wilson Ave. to Magazine St.
13. Doremus Ave., from Port St. to Wilson Ave.
14. Lilly St., from Waverly Ave. to W. Kinney St.
15. New York Ave., from N.J. Railroad Ave. to Adams St.
16. 19th Ave., from So. 14th St. to So. 16th St.
17. Orange St., from Sheffield St. to City Railroad.
18. Second Ave., from Summer Ave. to Mt. Prospect Ave.
19. Gray St., from Orange St. to W. Market St.
20. Delancy St., from Stockton St. to Avenue I.

21. Wilson Ave., from Doremus Ave. to Rutherford St.
22. Rutherford St. to east approach of Wilson Ave. Bridge.
23. Merchant St., from Clover St. to Wilson Ave.
24. Myrtle Ave., from Orange St. to Sussex Ave.
25. Sydney Pl., from W. Market St. to Nelson Pl.
26. George St., from Magazine St. to St. Charles St.
27. Barbara St., from Wilson Ave. to Magazine St.
28. Fillmore St., from Raymond Blvd. to Market St.
29. Marne St., from Wilson Ave. to Magazine St.
30. 15th Ave., from Bergen St. to Springfield Ave.
31. Warren St., from Washington St. to Halsey St.
32. Hockenjos Pl., & Van Ness Pl., from Clinton Ave. to Millington Ave.

In all, there were a total of 369.84 miles of streets in the City of Newark as of December 31, 1949, all of which were paved, and strides have been taken to bring our street plant to its maximum efficiency, by a total resurfacing of 9.54 miles and repaving of 16.95 of these streets.

The physical condition of our public buildings had become very shabby, and during the past three years, by reason of a bond issue, steps were taken to restore the buildings. The following projects have been completed:--

1. Fire Engine Houses #20 & 27 were reconstructed.

2. The Empire Street Garage, Ivy Haven and the City Hall Power Plant were converted to oil.
3. The complete rehabilitation of the Wilson Ave. Bath House.
4. Rehabilitation of promenade tile on outdoor pools.
5. Addition built to City Hospital.
6. Addition built to Fire Alarm Building.
7. Complete rehabilitation of Nurses Home, including complete painting and new corridor floor covering.
8. New sidewalk in the various parks throughout the City.
9. Rehabilitation of Ivy Haven & Convalescent Hospital.
10. New elevator installed in the City Hospital laundry building.
11. Board of Health main building completely overhauled and repaired.
12. New lavatory completed at City Hospital for medical examiner.
13. Court offices entirely rebuilt in the Fourth Precinct Court.
14. Work is currently under way to complete the turn-over of the Power at City Hall from D.C. to A.C. Current.

A large building, with twenty-three stalls, has been put up at Miller Street to house the produce merchants who now occupy stalls on Commerce Street, between the Pennsylvania Railroad and Mulberry Street. This will permit the removal of these tenants who present a sorry spectacle to anyone emerging from the Pennsylvania Station, entering our City.

It is in line with the Planning Board's recommendation for the improvement of the Central Business area.

The City has also constructed a War Memorial in the open space facing the Pennsylvania Station. While this does not fully conform to the plans which the Planning Board had recommended for the utilization of the land between Raymond Boulevard and Commerce Street, facing the Pennsylvania Station, it is a step in the right direction, and will serve to tremendously improve the appearance of that section of our City.

The modernization of the Main Library Building of the Newark Public Library system, proposed by the Board of Library Trustees, endorsed by the City Planning Board, and authorized by the City Commission, is now well under way. The modernization is being accomplished in three steps, at a total estimated cost of \$1,554,350.

The first step, the erection of a maintenance service building and connecting walkway to house the maintenance functions of the Library system, has been completed.

The second step includes work on the Main Library proper and will take care of the changes to the south

side of the building. Work has been under way since August 1, 1950 on this second step.

The third step will complete the changes on the north side of the building.

It is expected that about two years will be required to finish Steps II and III.

The work on the Main Library proper includes rewiring, relighting, a new heating and ventilating system, change-over from electric current generated by the Library to purchased current, and certain architectural changes. As a result, the Library will increase its book capacity by about 200,000 volumes; will double the readers' seats available and will make possible certain new reading room services, such as a Science and Technology Collection, a Social Sciences and Labor Collection, and a New Jersey Collection.

The improvements also will bring back all Main Library services under one roof.

It is also expected that the improvements will permit annual savings of about \$30,000. in maintenance expenses.

With the end of the war, the Board of Education

embarked on a program to rehabilitate their plant equipment, and during the past five years, in addition to their ordinary maintenance and repair work, the following major improvements have been made:--

Playground surfacing completed at 36 schools.....	\$157,000.00
New playgrounds erected at 5 schools.....	353,118.00
Boys' Reps. Units at 14 schools.....	65,683.00
Electric Ash Pits at 7 schools.....	27,418.00
Light & Power Conversion at 3 schools.....	378,442.00
Cafeteria installations at 15 schools.....	668,266.56
New Kindergarten Units at 2 schools.....	34,000.00
Building renovation at 1 school.....	80,000.00
Boys' Reps. renovation & red organization at 3 schools.....	498,573.00
Construction of Radio Station 1460.....	80,496.32

The Board also started, and completed work on the new Dayton Street School. This School cost approximately Two-and-a-half Million Dollars, and is erected on a plot of ground approximately four acres. It consists of a three-story, modern fire-proof, steel frame building, with exterior of red brick and glass blocks, so constructed as to blend architecturally with the surrounding buildings of the Greater Housing Authority. The School, at present, has twenty-one classrooms, and includes a gymnasium, a modern cafeteria, an audio-visual room, a home economics unit, an arts and crafts room, and an industrial unit. It has an auditorium capable of seating 350 people. The school is surrounded by large play areas. Provision has been made for future expansion, and seven more classrooms can be added with no inconvenience.

With the construction of the new low-cost housing project on Dayton Street, this foresight will be more than justified.

This modern edifice is truly a community school, and is fully equipped to become the community center of the neighborhood, as has been recommended throughout our Master Plan. The building is so constructed that the facilities for community activities are housed in one wing, and can be used without interference with the rest of the buildings. This building is reputed to be the most modern and up-to-date throughout the Country, and Newarker's have much to be proud of. There is a steady stream of visitors from all sections of the Country for inspections.

The Board is now preparing plans for a new gym and auditorium at East Side High School, which will cost approximately \$750,000.00; a new gym and cafeteria at Cleveland Junior High which will cost \$475,000.00, and a new gym and auditorium at Sussex Avenue School. Plans have been completed for a new South West High School, and a new Boys Occupational School. However, no site has been selected for these two proposed buildings as yet.

The Newark College of Engineering, completed a

new addition in 1948, which cost about \$400,000.00. This addition added 25,000 square feet to their facilities, and is used entirely for laboratories. This brought their plant equipment to the required adequate facilities for a normal load, of 1,000 full-time students. The College has recently acquired the property formerly owned by the Newark Orphan Asylum, and has moved the administration forces, cafeteria and free professional departments there, thus freeing space in their educational buildings. This new site is held in reserve for future expansion. This College, which is financed jointly by the City and the State of New Jersey, has a present full-day enrollment of 1156 students, and together with part-time and evening students and post graduates, has a total of 2981 students.

Rutgers University has acquired a number of buildings fronting on Washington Street and James Streets, and is, at present, using these as the nucleus for its law school. This neighborhood had degenerated into a cheap rooming house section, and with the acquisition by Rutgers University of all this property, it is reasonable to hope that new structures will be built, and that the cultural center around Washington Park, as planned in our Master Plan, with the Newark Library and the Newark Museum as a nucleus, will become a reality.



Newark's water supply is the envy of the nation. It is the most valuable asset the City has, yet because of the war, it had been impossible to procure the material to make necessary improvements. Since 1945, extensive repairs have been made to our low water pressure system, such as cleaning old lines, relaying new ones, amounting in all to the sum of \$1,874,126.92. The sum of \$31,084.22 has been spent to acquire new mechanical screens, and \$9,906.30 has been spent on the high pressure system.

The area within the corporate limits of Newark is relatively small, and scarcity of building land has resulted in a more intense development than is found in cities of comparable size. Today, there is little vacant land available for new residential use. Our population rose from 429,760 in 1940, to 437,833 in 1950, thus confirming the predictions in our Master Plan that there will be only a gradual increase in our population. A rapid population increase is no longer considered a reliable measure of progress. Since Newark is not able to expand its physical area, its future economic and social welfare depends upon the degree of conservation of what is good and replacement of what is bad. The object of rebuilding the obsolete part of the City, is to recreate a residential environment which

will afford better living conditions for residents. According to our Master Plan, of the estimated 118,560 dwelling units existing in Newark in 1945, 38,423 were in need of major repairs, or lacked private baths, private toilets, or private water supply, and were thus considered substandard. During the years 1945 to 1950, 1,015 of these substandard units have been demolished, and private enterprise has created 1,834 new dwelling units at a cost of approximately \$10,000,000.00. During the same time, alterations and repairs have been made to residential property, aggregating a total of \$3,317,776.00, according to plans filed with the Newark Building Department. The amount spent on repairs and alterations, while not a startling figure, is indicative of the trend to prevent the further deterioration of our residential structures.

The central area of our City, in which most of our substandard dwelling units lie, is very densely populated, and, consequently, the high cost of land acquisition has proven a major stumbling block for private enterprise. The Newark Housing Authority has embarked on a program to build 3,500 new dwelling units. When this program is completed, it will result in the further demolition of 350 substandard dwellings on its Belmont Avenue project, and a further total of 513 units to be

demolished in the erection of the First Ward project. The 3,500 dwelling units will be constructed in four separate projects.

1. The housing project on Dayton Street will provide 730 dwelling units, at a cost of \$7,800,000.00, and covers an area of 14.94 acres.

2. The project on Grafton Avenue will provide 630 dwelling units, at a cost of \$6,900,000.00, and covers an area 16.50 acres.

3. The project on Belmont Avenue will house 1080 dwelling units, at a cost of \$13,600,000.00, and will cover 18.93 acres.

4. The project in the First Ward will house 1060 dwelling units, and covers an area of approximately 15 acres.

Contracts for the actual construction of the Dayton Street and Grafton Avenue projects have been let out, and actual construction has already started. All preliminary work on the Belmont Avenue project has been completed, and land is now being assembled. The First Ward project is in the preliminary planning stage, and has been submitted to the Public Housing Authority for approval.

With the completion of these four low-cost housing projects, the Newark Housing Authority, which is also the Newark Redevelopment Authority, has high hopes that it will be able to attract private enterprise to erect buildings in the surrounding area for our citizens who are employed in our many industries, and who cannot afford to pay the high rents demanded in some of our new apartments, but who do not qualify for low-cost housing.

The City Commission has revised the terms of the sale of the Ivy Hill tract, and has authorized the construction of multiple dwelling units thereon. The private developers have promised to erect thereon, five buildings which will accommodate 2,095 families. Provision will be made for off-street parking and large open areas will be kept. Plans have been completed and actual construction is expected to begin in the spring of 1951.

There has been much miscellaneous construction throughout the City that has contributed to the overall development in conformity with our Master Plan. A few are worth mentioning.

A new Boys Club has been erected at a cost of approximately \$750,000, on a large tract of land on

Littleton Avenue. This Club House has an indoor swimming pool, an auditorium, and large space for recreational activity. It has a large open surrounding area for possible expansion. It is reputed to be one of the most modern buildings in the Country for boys recreational work. The location is ideal, and so situated, as to render the greatest benefit to the community.

A structure arising and now nearing completion, which is of more than passing interest, is the new brewery being constructed by American-Busch on Route 25. This building, when completed, will represent an investment of about \$20,000,000.00. It will give employment to about 1,500 people, with an annual payroll of about \$5,000,000.00.

The City of Newark is proceeding with its studies for the erection of a new City Hospital. However, St. Michael's Hospital, on High Street, is nearing completion of a four-story, million dollar nurses school building. This is the latest addition since 1942, and will permit the moving of some classrooms now taking up hospital space, making it possible for 25 more beds in the hospital, to bring the capacity to 492 beds, and 30 bassinets. The new nurses home will cover a space 100x112 feet, and will contain an auditorium, a lecture

hall, a demonstration room, and a variety of laboratories, classrooms, instructors offices, and basement space for recreation, showers, lockers and storage.

The Columbus Hospital is completing a new \$650,000 addition to its plant. This addition will provide a new operating room, space for the administrative staff, and space for 65 additional beds, bringing the bed capacity of the hospital to 140 beds.

The City of Newark has completed its preliminary plans for the erection of an incinerator to cost approximately \$2,000,000.00, and the sum of \$50,000.00 has been appropriated for borings and preliminary tests. The construction of the incinerator is one of the major items in our Master Plan.

Our Master Plan contemplated a structure on the area between Commerce St. and Raymond Boulevard, between Mulberry St., and the Lefcourt Building, which would make adequate provision to relieve the parking congestion problem. The City has sold this land to a private developer, and contracts were recently let out and construction is expected to begin any day to build a \$2,725,000.00, three-level parking garage, and twelve-story office building. This new building will contain parking space of 750 cars, triple the room available at

the outdoor parking lot now occupying the site.

Attached hereto, is a summary of building permits issued by the Newark Building Department during the past five years. This does not include any temporary veterans housing units.

Like all metropolitan cities, Newark has been faced with traffic congestion. An elaborate system of one-way streets has been worked out, which at a minimum expense, has aided tremendously to solve our problem.

In the field of public transportation, much thought has been devoted to devise means whereby maximum use might be obtained of the City Subway. The City Commission has cooperated with the County Board of Freeholders, and to that end, a firm of consultants were engaged to make a study. The report by this firm recommends that the Subway be used exclusively for rail operation. It is further recommended that all trolleys be removed from street surface operation, and that provision be made for substitution of buses. The bus line shall terminate where it intersects the Subway and provision shall be made to transfer passengers to the Subway. This report has not yet been acted upon.

The parking problem in our commercial district

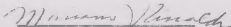
still remains acute, but the City Commission has taken the proposal of the Planning Board for the creation of a Parking Authority under advisement, and the matter is on the agenda of the Commission.

The adoption of a modern Zoning Ordinance has been recommended by the Planning Board to the City Commission, and this matter is also on the agenda, and all indications are that definite action will be taken in the immediate future.

The execution of our Master Plan was calculated to cover a period of twenty-five years. The Planning Board and its staff have been privileged to lend their assistance in the furtherance of many of the projects above enumerated. It shall continue to do so. Our goal is not yet within sight, but enough progress has been made to justify the faith that the Master Plan will be a reality.

January 22, 1951.

Respectfully submitted,

  
Mariano J. Rinaldi,  
Executive Secretary

GS



# BUILDING PERMITS ISSUED BY NEWARK BUILDING DEPARTMENT

Year	No. of Families	Estimated Costs	Alterations and Repairs to Residential	New Non Residential	Alterations and Repairs to Non Residential	No. of Dwelling Units Demolished
1945	23	82,500	327,510	1,783,475	1,242,588	157
1946	85	438,900	559,424	5,141,924	2,168,517	160
1947	241	1,086,000	636,312	4,699,535	4,962,383	71
1948	397	2,168,700	613,908	3,582,476	4,682,751	114
1949	795	4,505,875	539,291	2,613,470	1,717,621	232
1950	293	1,780,700	641,331	14,526,735	5,281,582	281
1834		10,062,675	3,317,776	32,347,615	20,055,442	1015

## BREAKDOWN OF NEW PERMANENT RESIDENTIAL CONSTRUCTION

Year	No. 1-family Permits	No. 2-family Permits	Multiple family Permits	No. of Families
1945	9	1	3	12
1946	17	13	6	42
1947	25	8	51	200
1948	17	14	44	355
1949	36	7	21	745
1950	46	33	5	181
	150	76	130	1535